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PORT OF MANCHESTER

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

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PORT OF MANCHESTER HEALTH AUTHORITY

Report by the Medical Officer of Health
to the
CHAIRMAN AND MEMBERS OF THE PORT HEALTH AUTHORITY.

I have the honour to present the Annual Report on the work of Port Health Administration in the Port of Manchester during the year 1947, in accordance with Article 17(5) of the Sanitary Officers (Outside London) Regulations, 1935.

Mr. Whalley retired during the year after serving the Authority efficiently and loyally for 43 years.

This Report is presented in the form desired by the Minister of Health, and the statistical information is arranged in the form and sequence indicated in the Appendix to Memo. 302/S.A. of the Ministry dated December, 1946.

Grateful acknowledgment is made of the valued assistance given at all times by the staff of the Manchester Ship Canal Co. and of H.M. Officers of Customs.

E. H. WALKER,

Medical Officer of Health.

Members of Port Health Authority

The membership of the Authority for the year was as follows :—

Alderman Sir THOMAS ROBINSON, Kt., K.B.E., J.P. (*Chairman*)
Borough of Stretford.

Alderman S. H. HITCHBUN	}	Manchester.
Alderman A. JAMES		
Councillor W. SOMERVILLE, J.P.		
Councillor T. M. LARRAD		

Alderman W. S. ROBERTS, J.P.	}	Salford.
Alderman W. W. CRABTREE		
Councillor G. FEARNEHOUGH		
<i>succeeded in November, 1947, by</i>		
Councillor E. W. BELL		
Councillor G. H. GOULDEN	}	
<i>succeeded in November, 1947, by</i>		
Alderman J. LEMMON		

Alderman A. A. J. TRIPPIER	}	Borough of Eccles.
		Irlam U.D.
		Urmston U.D.

Councillor H. T. NICHOLLS	}	Lymm U.D.
		Runcorn U.D.
		Runcorn R.D.
		Bucklow R.D.

Councillor E. SMETHURST	}	Warrington C.B. and R.D.

Alderman G. H. DAVIES, J.P.	}	Borough of Widnes.
(<i>Deputy Chairman</i>)		Borough of Bebington.
		Ellesmere Port U.D.

OFFICIALS OF THE AUTHORITY :

Clerk to the Authority :

A. HOWARD FLINT, Solicitor, Bexley Square, Salford 3.

Telephone : BLAckfriars 9214.

Medical Officer of Health :

E. H. WALKER, M.B., D.P.H.

Telephones : Office, TRAfford Park 1714 ; Residence, LONGford 1700.

Telegrams : "Portelth" Manchester.

Deputy Medical Officer of Health :

V. NEWTON, M.R.C.S., D.P.H.

Telephone : BLAckfriars 7852.

Food Inspectors :

W. H. Jennings, (1), (2).

T. Borrows, (1), (2). (Appointed June, 1947).

G. Whalley, (1), (2). (Retired April, 1947).

Sanitary Inspectors :

G. E. Stanley, (1), (2), (3).

W. Schofield, (3).

W. H. Thompson, (1). (Appointed December, 1947).

Medical Officer's Clerks :

T. A. Buckley, (1).

R. Egan.

Motor Boat Engineer : R. C. Ashton.

Ratcatcher : J. Richards.

(1) *Certificated Sanitary Inspector.*

(2) *Certificated Meat and Food Inspector.*

(3) *Master Mariner.*

Offices :

168 Trafford Road, Salford 5 (Telephone : TRAfford Park 1714).

67 Langdale Road, Runcorn (Telephone : Runcorn 2919).

I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR (1947)
TABLE A.

	NUMBER	TONNAGE	NUMBER INSPECTED		Number reported to be defective	Number of vessels on which defects were remedied	Number of vessels on which defects were found and reported to Ministry of Transport Surveyors.	Number of vessels reported as having or having had, during the voyage infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspectors				
Foreign	Steamers ...	1,687,238 766,615}	111*	832	262	174	1	13
	Motor ...							
	Sailing ...	—	—	—	—	—	—	—
	Fishing ...	—	—	—	—	—	—	—
	Total Foreign ...	1,166	111	832	262	174	1	13
Coastwise	Steamers ...	435,891 147,094}	—	443	150	111	—	—
	Motor ...							
	Sailing ...	—	—	—	—	—	—	—
	Fishing ...	—	—	—	—	—	—	—
	Total Coastwise ...	1,573	—	443	150	111	—	—
Total Foreign and Coastwise ...	2,739	3,036,838	111	1,275	412	285	1	13

*108 inspected by Boarding Medical Officer, Liverpool. 3 inspected by M.O.H. at Manchester.
This Table is compiled from information kindly supplied by H.M. Collector of Customs.

II.—CHARACTER OF TRADE OF PORT.

TABLE B.

(A) Passenger Traffic during 1947 : Inwards 769 ; Outwards 849.
(Class of Passenger not recorded).

(B) Cargo Traffic. Tonnages of principal Imports and Exports during the year :—

<i>Imports.</i>	<i>Tons.</i>
Beer and Porter	55,272
Chemicals	53,479
Clay	19,972
Coal	320,431
Copper, etc.	32,194
Cotton	88,317
Cotton Goods	14,686
Cotton and Linseed... ..	14,894
Flour, Meal, etc.	83,367
Foodstuffs	82,849
Fruit	33,022
General Cargo	234,043
Grain	409,813
Iron, Manufactured	69,881
Iron, Pig and Scrap	6,373
Iron, Wire... ..	26
Iron, Ores, etc.	283,914
Motor Spirit	537,735
Oil, Bulk	1,662,040
Oil, Whale... ..	57,707
Oil, Palm	25,499
Oil, Casks	4,155
Paper	50,127
Cotton Waste, etc.	26,956
Sand and Gravel	419,162
Spelter, Lead, etc.	6,048
Starch, etc.	52,451
Stone, Setts, etc.	23,826
Sulphur	97,773
Tea	9,345
Timber	335,503
Woodpulp	185,974
Wool	7,742
Total Imports	5,328,112

<i>Exports.</i>	<i>Tons.</i>
Chemicals	204,943
Coal	176,603
Flour, Meal, etc.	15,528
Foodstuffs	12,770
General Cargo	449,915
Iron	104,907
Iron Wire	4,311
Machinery	44,980
Motor Spirit	159,904
Oil, Bulk	175,082
Paper	3,041
Cotton Waste, etc.	4,962
Pitch	26,974
Salt	44,857
Textiles	22,000
Wool	6,341
<hr/>	
Total Exports	1,469,946
<hr/>	
Total Traffic	6,798,058

(C) Foreign Ports from which Vessels arrive :

Algeria	Bona, La Goulette, Melilla, Oran and Sousse.
Antarctic	Whaling grounds.
Argentina	Buenos Aires, Rosario.
Australia	Port Pirie, Melbourne.
Belgium	Antwerp, Ghent.
Brazil	Rio de Janeiro, Santos.
Canada	Botwoodville, Halifax, Montreal, Quebec, St. John, Sydney, C.B.
Canary Islands	Las Palmas.
Ceylon	Colombo.
Denmark	Copenhagen, Aarhus.
Egypt	Alexandria, Port Said and Suez.
Federated Malay States	Singapore.
Finland	Helsingfors, Haukipudas, Kemi, Kotka and Mantyluoto.
France	Bordeaux, Brest, Dieppe, La Pallice, Lorient, Rouen, Sables d'Olonne, Treport and Cette.

Germany	...	...	...	...	Hamburg, Kiel, Königsberg, Lübeck, Stettin, Bremen and Emden.
Greece	...	...	...	...	Patras.
Holland	...	...	...	...	Amsterdam and Rotterdam.
Iceland	...	...	...	...	Reykjavik.
India	...	...	...	...	Bombay, Calcutta and Karachi.
Iran	...	...	...	...	Abadan.
Italy	...	...	...	...	Fiume, Genoa, Naples and Spezia.
Latvia	...	...	...	...	Riga.
Morocco	...	...	...	...	Casablanca and Melilla.
Netherlands W. Indies	...	...	...	...	Aruba and Curacao.
Norway	...	...	...	...	Bergen, Narvik, Oslo, Stavanger and Trondhjem.
Palestine	...	...	...	...	Haifa and Jaffa.
Peru	...	...	...	...	Cabo Blanco.
Poland	...	...	...	...	Gdynia.
Portugal	...	...	...	...	Lisbon and Setubal.
Russia	...	...	...	...	Murmansk, Leningrad and Odessa.
Sicily	...	...	...	...	Messina.
South Africa	...	...	...	...	Capetown and Durban.
Spain	...	...	...	...	Burriana, Bilbao, Seville and Valencia.
Sweden	...	...	...	...	Gefle, Gothenburg, Halmstad, Lulea, Stock- holm, Sundsvall and Helsingborg.
Syria	...	...	...	...	Beyrout.
Tunisia	...	...	...	...	Sfax and Tunis.
United States of America...	...	...	...	...	Gulf and Pacific Coast Ports, New York, Boston, Baltimore and Philadelphia.
Uruguay	...	...	...	...	Monte Video.
West Africa...	...	...	...	...	Freetown, Lagos, Takoradi and Bathurst.

MEDICAL INSPECTION OF ALIENS.

Manchester is not an Approved Port for the landing of Aliens.

MANCHESTER IS NOT AN APPROVED PORT FOR THE LANDING OF ALIENS.

III.—WATER SUPPLY.

(From information kindly supplied by the Traffic Superintendent of the Manchester Ship Canal Company).

(1) Source of Supply for—

(a) the Port.

(b) Shipping.

Fresh water can be obtained by vessels at the Manchester Docks at various wharves between Mode Wheel and Barton, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port Docks, and Eastham Locks, the sources of supply being from Corporation, etc., mains, as detailed in previous reports.

(2) No samples of water were taken from vessels for chemical analysis or bacteriological examination. A water sample taken from a tap on the dock premises was submitted to the Salford City Analyst and Pathologist following complaints by dock workers that the water was brown and cloudy and had an objectionable taste. The sample was found palatable and, in particular, had no flavour of chlorine. The bacteriological report was satisfactory, and the sample was accepted as wholesome. It was established that the cause of the complaint was due to temporary disturbance in the service pipes.

(3) Number of water boats : Nil.

IV.—PORT HEALTH REGULATIONS, 1933 and 1945.

Declarations of Health are supplied to Masters of vessels by officers of H.M. Customs and Inspectors of the Port Health Authority. During the year 406 Declarations of Health were received from the Customs Officers at Eastham, Ellesmere Port and Partington.

Treatment of Venereal Disease.

The Inspectors have continued to distribute Pamphlets giving information of local treatment centres.

There was an increase in the number of patients attending Salford Treatment Centre during the year as compared with the previous year.

The following information as to the treatment of seamen in the Port suffering from Venereal Disease is supplied by the Medical Officer of the Salford Treatment Centre, which is the nearest Treatment Centre to the Docks.

Patients with—	British Seamen	Foreign Seamen
Syphilis	24	9
Soft Chancre	12	5
Gonorrhoea	87	57
Conditions other than Venereal	125	49
Total	<hr/> 248	<hr/> 120
Total Number of Attendances of Patients	1,512	412
Arsenobenzene Injections ...	199	31
Bismuth Injections	195	30

Number of Crews of various Nationalities on vessels inspected during the year :—

British—											
Europeans	...	...	...	...	...	...	...	...	...	...	23,536
Lascars	...	...	...	...	...	...	...	...	...	...	1,162
Chinese	...	...	...	...	...	...	...	...	...	...	743
											<hr/>
											25,441
American	...	...	...	...	...	...	...	...	...	...	2,826
Argentinian	...	...	...	...	...	...	...	...	...	...	42
Danish	...	...	...	...	...	...	...	...	...	...	590
Dutch	...	...	...	...	...	...	...	...	...	...	909
Eireann	...	...	...	...	...	...	...	...	...	...	125
Finnish	...	...	...	...	...	...	...	...	...	...	402
French	...	...	...	...	...	...	...	...	...	...	132
German	...	...	...	...	...	...	...	...	...	...	57
Greek	...	...	...	...	...	...	...	...	...	...	67
Italian	...	...	...	...	...	...	...	...	...	...	110
Norwegian	...	...	...	...	...	...	...	...	...	...	2,133
Panamanian	...	...	...	...	...	...	...	...	...	...	98
Polish	...	...	...	...	...	...	...	...	...	...	44
Spanish	...	...	...	...	...	...	...	...	...	...	35
Russian	...	...	...	...	...	...	...	...	...	...	192
Swedish	...	...	...	...	...	...	...	...	...	...	2,014
											<hr/>
Total				...	...	...	...	...	...	...	35,217

TABLE C.

Cases of Infectious Sickness on Vessels in the Port.

Disease.	No. of Cases during 1947				No. of Vessels concerned.	Average No. of cases for previous 5 years.			
	Passengers.		Crew.						
*Chicken Pox...	...	1	...	—	...	1	...	0.4	
†Diphtheria	—	...	1	...	1	...	0.6
‡German Measles	...	—	...	2	...	1	...	—	
§Pneumonia	—	...	3	...	2	...	1.0
¶Scarlet Fever	...	—	...	1	...	1	...	—	

* Travelled home to Croydon by car.

† Removed to Dutton Isolation Hospital.

‡ Removed to Ladywell Sanatorium.

§ One case removed to Hope Hospital and another to Clatterbridge Hospital. The third case improved and stayed on board.

¶ Removed to Ladywell Sanatorium.

TABLE D.

Cases of Infectious Sickness occurring on Vessels during the Voyage but disposed of prior to arrival in Manchester.

Disease.	No. of Cases during 1947.						No. of Vessels concerned.	Average No. of cases for previous 5 years.		
	Passengers.		Crew.							
*Diphtheria	—	...	1	...	1	...	2.2	
†Malaria	—	...	10	...	2	...	47.2
‡Pneumonia	—	...	2	...	2	...	4.6
§Smallpox	—	...	1	...	1	...	0.4
¶Tuberculosis	—	...	1	...	1	...	5.2

* Removed to hospital at Curacao.

† Eight cases removed to hospital at Lagos, one at Freetown, and one at Curacao.

‡ One removed to hospital at Venice and another at Liverpool.

§ Removed to hospital at Kosseir, Egypt.

¶ Landed at Liverpool and sent home.

No cases of Plague, Yellow Fever or Typhus Fever occurred, and no plague-infected rats were found on vessels within the Port during 1947.

V.—MEASURES AGAINST RODENTS.

Measures have continued on the lines detailed in previous reports for the detection of rodent plague, the detection of rat prevalence in ships and on shore, the prevention of the passage of rats between ships and the shore, and the deratisation of ships and of premises in the vicinity of docks or quays.

There were 960 “rat inspections” made during the year, 294 by the Inspector at the Eastham end of the Port, and 666 by the Inspectors at the Manchester end.

392 ships were found without ratguards in position. Difficulty is still encountered in obtaining supplies of ratguards, and resort has to be made to tarring the mooring lines. 78 re-visits were made to note if ratguards had been fitted, following instructions from the Inspectors.

A further 323 re-visits were made in respect of applications for Deratisation Exemption Certificates and to supervise and follow up fumigations before issuing Deratisation Certificates.

RATCATCHER’S WORK.

The Authority’s ratcatcher is employed in searching vessels for evidence of rodents, in estimating the number of rats present on each vessel, and in rodent control whilst the vessel is in port. All rats caught are destroyed and specimens are submitted to the Public Health Laboratory for examination. 61 rats and 2 mice were forwarded for examination during the year, but no plague infection was discovered.

Cage traps were laid on 142 vessels during the year. Daily Visits were made with the following results :—

Rats caught by trapping :									
Brown	...	...	...	...	...	...	...	217	
Black	...	...	...	...	...	...	...	970	
								<hr/>	
								1,187	
Rats caught by post-baiting following fumigations								2	
								<hr/>	
								1,189	
								<hr/>	
Vessels visited	...	...	...	...	...	...	...	274	
Re-Visits	...	...	...	...	...	...	...	786	
								<hr/>	
								1,060	
								<hr/>	

During the year there was an increase in the number of rats destroyed on shipboard. The total number obtained from ships was 2,335, as against 1,306 in 1946, 1,403 in 1945, 1,590 in 1944 and 1,610 in 1943.

From Dock Premises the number obtained by the ratcatcher employed by the Manchester Ship Canal Co. was 1,533. In addition to the use of traps and ferrets, the Company's ratcatcher is also using a gas gun and working the pre-baiting system. It will therefore be appreciated that the figure of 1,533 rats caught does not fully reveal the measure of success achieved.

On vessels in docks, trapping accounted for 1,357 rats, 517 of which were from ships arriving from Infected Ports. 959 rats and 59 mice were destroyed as a result of the 31 fumigations carried out during the year, as compared with 862 rats destroyed by 30 fumigations in 1946.

In compliance with a Resolution of the Association of Port Health Authorities, post-baiting was carried out after ship fumigations whenever possible. By this system 2 dead rats were collected on 21 vessels. All these vessels had been previously fumigated with Hydrogen Cyanide.

Ships from infected ports have received special attention. 517 rats were trapped (see Table G) and daily care was exercised to prevent passage of rodents between ships and shore.

A considerable number of the vessels were newly built and the construction and cargoes were not so conducive to rat harbourage as in pre-war years.

OTHER RODENT CONTROL MEASURES.

Mr. E. Tuft, Chief Sanitary Inspector, Ellesmere Port, has continued to co-operate in the control of rodent infestation on premises abutting the canal within his jurisdiction. 75 rats and 15 mice were caught at the Ellesmere Port section of the Canal by the pre-baiting system. In accordance with the Ministry of Food formula a kill of 153 rats was estimated.

An additional 56 rats were trapped on property owned by the Weaver Navigation Trustees at Runcorn and Weston Point.

Rodent control measures on vessels lying at the Ellesmere Port section of the Canal were carried out by the motor boat engineer under the supervision of Inspector Stanley. Traps and poison baits were laid on 8 vessels, resulting in 17 rats being destroyed.

Two Shipping Companies whose vessels regularly visit this Port employed a private ratcatcher. Traps and poison baits were laid on their vessels whilst in Manchester, and 170 rats were destroyed.

RATS DESTROYED DURING 1947.

TABLE E. (1) On Vessels.

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year
Black	85	18	54	32	310	140	71	65	35	18	77	67	972
Brown	31	13	32	6	3	58	8	7	9	2	1	47	217
*Species not recorded	57	88	81	39	224	100	76	116	54	115	9	—	959
Examined	4	2	4	5	3	—	7	2	—	4	8	4	43
Infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

* These rats were picked up after fumigations.

114 mice were also caught on vessels—2 examined (August)

TABLE F. (2) In Docks, Quays, Wharves and Warehouses.

Number of Rats.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in year
Species not recorded	142	112	111	117	159	131	129	130	97	127	143	135	1,533
Examined	2	2	2	2	2	—	1	1	2	3	—	1	18
infected with Plague	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE G.—Particulars relating to Plague “Infected” or “Suspected” Vessels, or Vessels from Plague Infected Ports, arriving in the Port during 1947.

Total Number of such Vessels arriving (1)	Number of such vessels fumigated by SO ₂ (2)	Number of Rats killed (3)	Number of vessels fumigated by HCN (4)	Number of Rats killed (5)	Number of such vessels on which trapping, poisoning, etc. were employed (6)	Number of Rats killed (7)	Number of such vessels on which measures of Rat Destruction were not carried out (8)
112	—	—	7	372	67	517	*45

* Vessels showing no evidence of rat infestation.

TABLE H.—Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage (1)	Number of Ships (2)	Number of Deratisation Certificates issued					Number of Deratisation Exemption Certificates Issued (8)	Total Certificates issued (9)
		After Fumigation with			After Trapping Poisoning, etc. (6)	Total (7)		
		HCN (3)	Sulphur (4)	HCN and Sulphur (5)				
Ships up to 300 tons	13	—	—	—	—	—	13	13
Ships from 301 tons to 1,000 tons	27	2	—	—	—	2	25	27
Ships from 1,001 tons to 3,000 tons	24	6	1	—	—	7	17	24
Ships from 3,001 tons to 10,000 tons	98	21	—	—	—	21	77	98
Ships over 10,000 tons	—	—	—	—	—	—	—	—
Totals	162	29	1	—	—	30	132	162

RAT-INFESTED SHIPS WITH VALID CERTIFICATES.

Details of 25 vessels found to be heavily or moderately infested and in possession of valid certificates.

No.	Date of Inspection.	Particulars of Current Certificates.	Rats destroyed in Manchester.		
			Traps.	Fumi- gation.	Post- Baiting
From Infected Ports—					
1	25-1-47	21st August, 1946. Exemption Certificate.	55	64	—
2	19-7-47	18th February, 1947. Exemption Certificate.	70	76	—
3	14-8-47	29th March, 1947. Exemption Certificate.	19	36	—
4	24-12-47	25th July, 1947. Deratisation by Fumigation.	51	—	—
From Non-Infected Ports—					
5	15-1-47	10th October, 1946. Exemption Certificate.	89	24	2
6	3-2-47	18th September, 1946. Exemption Certificate.	14	37	—
7	6-3-47	30th October, 1946. Deratisation by Fumigation.	22	—	—
8	12-3-47	22nd January, 1947. Deratisation by Fumigation.	10	—	—
9	20-3-47	5th February, 1947. Exemption Certificate.	10	—	—
10	28-3-47	1st November, 1946. Exemption Certificate.	17	28	—
11	2-4-47	4th November, 1946. Deratisation by Fumigation.	27	—	—
12	19-4-47	27th February, 1947. Deratisation by Fumigation.	30	20	—
13	17-4-47	1st March, 1947. Exemption Certificate.	21	—	—
14	9-6-47	24th February, 1947. Exemption Certificate.	32	—	—
15	9-6-47	2nd January, 1947. Exemption Certificate.	76	35	—
16	9-6-47	15th March, 1947. Deratisation by Fumigation.	27	—	—
17	17-6-47	5th May, 1947. Deratisation by Fumigation.	55	54	—
18	14-8-47	23rd April, 1947. Exemption Certificate.	33	42	—
19	23-9-47	28th May, 1947. Exemption Certificate.	22	21	—
20	2-10-47	20th May, 1947. Exemption Certificate.	12	—	—
21	30-10-47	9th June, 1947. Deratisation by Fumigation.	16	—	—
22	15-11-47	21st October, 1947. Exemption Certificate.	27	—	—
23	27-11-47	8th September, 1947. Exemption Certificate.	27	19	—
24	9-12-47	3rd November, 1947. Deratisation by Fumigation.	40	—	—
25	13-12-47	19th August, 1947. Deratisation by Fumigation.	13	—	—

VESSELS FROM "INFECTED" PORTS.

Name of Country and Port from which Vessels proceeded to Manchester.	Number of Vessels	Rats trapped in Manchester
Africa :		
Lagos (Nigeria)	3	—
Algeria :		
Algiers, Oran and Arzeu	3	—
Argentina and Uruguay :		
River Plate Ports	11	36
Ceylon :		
Colombo	1	—
Egypt :		
Alexandria, Suez and Port Said	35	421
Federated Malay States :		
Singapore	1	—
Finland :		
Raumo, Kotka, Haukipudas	13	2
Germany :		
Stettin and Lubeck	5	—
Greece :		
Patras	1	—
India :		
Calcutta	2	7
Italy :		
Spezia and Savona	5	—
Morocco :		
Melilla	11	—
Palestine :		
Haifa	8	51
Peru :		
Cabo Blanco and Callao	8	—
Poland :		
Gdynia	2	—
United States of America :		
New York	3	—

157 rats were caught on three vessels from infected ports with valid certificates. A further 260 rats were caught on another vessel, and on the remaining 108 vessels from infected ports 100 rats were caught.

The figures in Table H are also significant. Of 162 ships applying for renewal of certificate, it was possible to issue Deratisation Exemption Certificates in 132 instances. Deratisation Certificates were issued in respect of 30 vessels, including 7 which were voluntarily fumigated by the owners.

VI.—HYGIENE OF CREWS' SPACES.

TABLE J.—Classification of Nuisances.

Nationality	Number inspected during 1947	Defects of original construction	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health	Structural Alterations
British	865*	43	243	313	26
Other Nations	409	16	21	59	4

* Does not include flats and barges.

OBSERVATIONS OF THE SANITARY INSPECTORS.

Foreign-going Ships.

Crew accommodation in new British ships continues to receive favourable comment from all quarters, and there is no doubt that this aspect is at last receiving the serious consideration it deserves.

The standard of cleanliness and sanitary conditions on board British foreign-going ships inspected in the Latchford-Eastham section of the Canal during the year may be said to be fairly satisfactory. It must be remembered, however, that a large amount of tanker tonnage was inspected, a type of vessel where conditions are in favour of clean quarters. The worst cases were encountered in the older cargo vessels where accommodation was out-of-date and by its very age and poor lay-out conducive to dirt and neglect. Conditions on these ships will never permanently improve until the accommodation, including galleys and provision store-rooms, are modernised.

Responsibility for dirty ships, however, cannot always be laid at the owner's door, and it is only fair to state that in many cases the seamen are to blame. A certain element seem to tolerate dirt and squalor, and have no respect for the amenities, equipment and fittings provided for them. Little or no effort is made by this class to regard a ship as their temporary home, or to make their quarters comfortable or even keep them clean. Until these men mend their ways and commence to under-

stand and appreciate all that is being done for them, the finest accommodation will be of little avail towards completely banishing the word "dirty" so often placed in front of "British Ships".

Cockroach Infestation.

Out of a total of 148 foreign-going ships of all nationalities inspected during 1947, 57 were found to be infested in varying degrees with cockroaches. 44% of British ships were affected, and 32% of other nationalities. In the majority of cases infestation was such as to warrant the service of notices on owners and/or masters, and this action resulted in many vessels being treated in port by commercial firms.

It is felt that not enough attention is given to this matter by the masters and crews *whilst at sea*. Most ships carry one of the many types of insecticides, but their use on board seems to be haphazard and intermittent. Thorough treatment and spraying of infested accommodation and adjoining spaces should be carried out at least once a week, and given as much consideration and care as normal cleansing duties. It is certain that such a procedure, using reliable insecticides in strict accordance with the makers' instructions, would greatly improve the present unsatisfactory position.

Home Trade Vessels.

Little or no improvement in living conditions on board "coasters" was observed during the year, and the general position, to my mind, remains unsatisfactory. New regulations in respect of washing facilities, catering arrangements and improvements in old accommodation are urgently required.

There is a definite need to improve the standard of galleys and their equipment on existing ships. All galleys should be made large enough for their purpose, properly protected from the weather, and provided with (1) suitable sinks fitted with a constant supply of hot and cold water and overside discharge, (2) cupboards and racks for the storage of utensils, and (3) strongly-made metal bunkers with close-fitting doors and filling chutes when coal is the heating fuel. Far too many galleys are without one or more of these most necessary fitments, and it is probably one reason why good cooks are scarce in this type of vessel.

New catering arrangements should include the abolition of the system whereby each seaman is allowed a certain sum and provides his

own food himself, or through the medium of a cook/steward. This method is wasteful, uncertain, and has very little to commend it. All provisions and foodstuffs should be provided by the owner, as is done in foreign-going ships.

A large number of small Dutch "coasters" were inspected during 1947, and their owners and crews are to be congratulated on the high standard of cleanliness achieved.

Canal Boats.

On "wide" boats in this area the prevailing custom nowadays is for the crew to leave their boats and proceed home at the end of each working day. As a result few cabins are in use for sleeping purposes and can no longer be regarded as dwellings. They are now largely used for the storage of gear and equipment, preparation and consumption of meals during the day, and protection from the weather.

In view of this position it is suggested that the Canal Boat Regulations are losing a great deal of their meaning when applied to this type of boat. This is borne out by the reluctance of some owners to maintain cabins in a fit and habitable condition, and the tendency of the crew to neglect their obligations to care for and keep their cabins clean. In one company the majority of crews are "mobile" and move from one boat to another as required. These men generally have little interest in the cabins they use for only a few hours at a time, and the deterioration from Regulation standards can well be imagined.

The position regarding "narrow" boats shows no change. Living conditions for women and children are very unsatisfactory. The remedy would appear to be the introduction of new regulations to improve their lot, or to debar them from boats altogether.

G. E. STANLEY.

During the year one has been favourably impressed by the new British ships on which the 1946 Rules for modern accommodation have been implemented in spirit as well as in letter. In some of the new vessels visiting this port, the planning and fittings have been in excess of requirements. This has been particularly noticeable in the planning of galleys, pantries and bakeries. It is a pleasure to notice the absence of so much woodwork, which, in the old type galley and bakehouse was such a breeding place for vermin, and to find wood replaced by steel and tiles designed to give a high hygienic standard and easily maintained.

Another noticeable feature was the number of vessels built prior to 1937 in which the accommodation has been modernised. This has not always been an easy job, for the general design of older vessels, especially the three island type, has often limited space available to the designer. Still, on the whole, some very creditable examples have been inspected in the port, and the shipowners and their staffs are to be complimented on the progress made in this direction. In my opinion the new British ships with the 1946 standard of accommodation compare very favourably with new ships of other nationalities.

Canal Boats.

Unfortunately the conditions on Canal Boats do not merit favourable comment. As living conditions on "narrow" boats were in 1884, so they are to-day, and the time has come when serious thought should be given to the living conditions on this type of canal boat. When one considers the advances made in the design of living quarters in small craft, one can hardly excuse present conditions because of the limited space available.

In many canal boats the cabins measure very little more than the legal minimum of 180 cub. ft. for the after cabin and 80 cub. ft. for the fore cabin. This allows 60 cub. ft. for an adult and 40 cub. ft. for a child. No provision is made in the Canal Boat Regulations for lighting and sanitary accommodation, yet families are brought up on these vessels.

W. SCHOFIELD.

Particulars of the defective conditions tabulated in Table J are detailed below.

	British s.s. and m.v.	Foreign s.s. and m.v.
DEFECTS OF ORIGINAL CONSTRUCTION.		
Ventilation inefficient or defective	8	9
Ventilator in quarters not provided with wind chute... ..	17	2
W.C. flushing apparatus inefficient	1	—
Heating insufficient	5	—
Heating apparatus not provided... ..	1	—
Insulation insufficient	3	1
Excessive moisture in quarters	2	—
Waste and soil pipes require overhauling...	1	—
Insufficient clothes lockers	2	—
Food lockers too small... ..	—	2
Quarters deficient in lighting	—	2
Drainage facilities inadequate	1	—
Excess woodwork to be removed	2	—
DEFECTS DUE TO WEAR AND TEAR.		
Bulkheads defective allowing communica- tion between W.C.'s and quarters... ..	1	—
Door required between storeroom and messroom	1	—
Decklights, portlights, etc., broken and defective	34	2
Flooring, fittings, etc., defective... ..	16	2
Locker fasteners require overhauling ...	1	—
Food lockers require repairing	1	—
Overhead deck in leaky condition	44	3
Insulation defective	11	1
Stove and stove pipes defective... ..	10	2
Ventilation inefficient or defective	10	1
Hawsepipes in leaky condition	1	—
Flushing apparatus defective	34	5
Flush, waste and soil pipes defective... ..	15	—
Water tank lids require renewing	2	—
Pump requires repairing	1	—
Mosquito netting requires replacing... ..	1	—
Water tank broken and defective	1	—
W.C. seats require repairing or renewing	29	—
Heating apparatus defective	15	—
W.C. pedestals broken and require re- newing... ..	11	5
Doors not weatherproof	1	—
Steering flat in leaky condition	1	—
Electric light fittings defective	1	—
W.C. valve handle requires renewing ...	1	—

	British s.s. and m.v.	Foreign s.s. and m.v.
DEFECTS DUE TO DIRT, VERMIN AND OTHER CAUSES.		
Quarters, etc., require cleaning... ..	34	5
„ require painting... ..	19	2
„ infested with cockroaches	167	34
„ infested with bugs	12	6
„ infested with weevils, ants or silverfish	35	—
Water tanks require cleaning	5	2
W.C.'s require cleaning	10	3
W.C. occupied by ship's stores... ..	—	1
Ship's gear, stores, etc., kept openly in or in communication with quarters	1	1
Condensed moisture in quarters	8	—
Stagnant water in washplace, etc.	4	—
No scupper provided	—	1
Accumulation of dirt and refuse about decks	2	1
Refrigerator and chopping block in dirty condition	1	—
Paint on portlights obscuring natural light	5	3
Absence of clothes lockers... ..	1	—
Food lockers require ventilating... ..	3	—
Overcrowding and uncertified accommoda- tion occupied	3	—
Choked scuppers to W.C.'s	3	—
DEFECTS DUE TO STRUCTURAL ALTERATIONS.		
Ventilator over bunk requires wind chute	7	—
Ventilation inefficient or defective	1	2
No means of ventilation provided	1	—
Ventilator obstructed by wood sheathing...	1	—
Food lockers require ventilating... ..	3	1
Heating inadequate	2	—
Stove funnels too short thereby causing back-draught	—	1
Ash trays not provided to coal stoves ...	1	—
No insulation to ship's side	1	—
Woodwork requires replacing with metal to eliminate vermin... ..	3	—
Water tank not accessible for cleaning ...	1	—
Bulkhead defective allowing communica- tion between W.C. and quarters... ..	1	—
Absence of drainage pipe allowing com- munication between W.C.'s and quarters	2	—
No proper means of drainage	1	—
Anti-splash flap required to soil pipe ...	1	—

NUMBER OF INDIVIDUAL VESSELS INSPECTED.

Nationality	Individual Number of Vessels inspected during 1947	Number of Inspections made	Vessels on which defects were found	Defective Vessels remedied during the year	Vessels on which defects reported prior to 1947 were remedied
British	505	866	255	199	130
Foreign ...	256	409	59	33	24

SALVAGE CAMPAIGN.

Only 32 tons of "pig food" was collected during the year, compared with 37 tons in 1936 and 79 tons in 1945.

Once again this figure is very disappointing in view of the increased number of vessels arriving in the Port. In spite of numerous requests for co-operation by your Inspectors and efforts made by the Manchester Ship Canal Co., results have proved very ineffective.

DANGEROUS DRUGS (No. 3) REGULATION, 1923.

No Certificates were issued under these regulations during the year.

PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

During the year 8 parrots and 2 budgerigars were found on board vessels. Written undertakings to re-export 7 parrots and 1 budgerigar were received. On two vessels the owners of the birds were not prepared to give a written undertaking, and the birds, one parrot and one budgerigar, together with their cages, were accordingly destroyed on board.

VERMINOUS QUARTERS.

84 vessels at the Latchford-Eastham end of the Canal and 130 vessels at the Manchester end of the Port were found to be infested. Of these 214 vessels, 178 were British and 36 were of foreign nationality. Vessels infested with vermin comprised 16.78% of the total inspections (1,275).

Some 20 vessels which made more than one visit to the Port during the year were found on subsequent inspection to be still infested. 188 individual vessels inspected during the year were found to be vermin infested.

These figures show a reduction in the number of vessels found with vermin infestation as compared with the previous year. Disinfestation was frequently carried out whilst the vessels were in the Port, and in other instances measures of control were adopted here but the vessels sailed before final results could be ascertained. A considerable increase in the number of vessels carrying supplies of insecticides was noticeable and by this means the infestation was kept down to a minimum, if not entirely eradicated.

The work of the Sanitary Inspectors at different parts of the Port is indicated by the following statement of the number of vessels inspected and the number found with defects at various places along the Canal :—

	Inspected.	Number with Defects.
Acton Grange	6	—
Barton... ..	24	9
Bowaters' Wharf (Ellesmere Port) ...	19	5
Davyhulme	12	6
Eastham	5	2
Ellesmere Port	119	51
Ince	14	5
Irlam	18	11
Irwell Park Wharf (including Eccles) ...	46	16
Manchester, Salford and Stretford... ..	605	178
Partington	7	1
Runcorn	105	30
Stanlow Oil Dock and Lay-Bye	181	69
Warrington	1	—
Weaste	20	4
Weston Point	84	20
Widnes	9	5
	<hr/> 1,275 <hr/>	<hr/> 412 <hr/>

Nationalities of the vessels inspected and number found with defects :—

	Inspected.	Number with Defects.
British	866	342
American	70	1
Argentine	1	—
Danish... ..	26	6
Dutch	85	16
Eireann	12	3
Finnish	19	8
French... ..	5	1
German	4	1
Greek... ..	2	2
Italian	3	2
Norwegian	82	18
Panamanian	3	2
Polish	2	—
Spanish	1	—
Russian	5	1
Swedish	89	9
Totals	<u>1,275</u>	<u>412</u>

The number of inspections made of British and Foreign vessels and the number found with defects were :—

	Inspected.	Number with Defects.
British Steamships and Motor Vessels ...	865	342
„ Sailing Vessels	—	—
„ Flats and Barges	1	—
Foreign Steamships and Motor Vessels ...	409	70
„ Sailing Vessels	—	—
Totals	<u>1,275</u>	<u>412</u>
Re-visits	299	
Gross Total of Visits and Re-visits	1,986	

In the Manchester Section there was an increase of 57 inspections over the previous year, and in the Runcorn Section the same number of vessels were inspected.

FOOD INSPECTION.

(1) Action taken under the Public Health (Imported Food) Regulations, 1937, the Public Health (Imported Milk) Regulation, 1926, and the Public Health (Preservatives, etc. in Food) Regulations, 1925 to 1940, continued as in previous years.

RESULTS OF INSPECTION.

Amounts of Food Imports which have been condemned during the year.

Seizures on the various Dock Quays.

Articles.	Tons.	Weight		
		cwts.	qrs.	lbs.
Grain, Cereals, &c.—				
Wheat... ..	103	3	0	24
Maize	49	2	3	24
Barley		3	1	19
Fruit and Vegetables—				
Oranges	8	8	0	0
Grapefruit	20	13	0	0
Tomatoes	5	16	2	0
Onions	13	4	3	20
Dried Fruit			1	22
Canned Goods—				
Fish		7	1	19 $\frac{1}{2}$
Fruits		13	3	3 $\frac{1}{2}$
Meats			2	19 $\frac{3}{4}$
Milk		7	3	11
Soup				4 $\frac{3}{4}$
Tomatoes			3	0 $\frac{1}{2}$
Tomato Juice		2	2	15
Tomato Paste		2	2	11
Vegetables		4	1	23 $\frac{1}{2}$
Miscellaneous—				
Beef (frozen)		2	1	0
Chickens (frozen)		9	0	13
Lard		8	2	8
Tallow	1	0	2	8
Coffee Essence				3
Total	204	13	0	25 $\frac{1}{2}$

Over 75 per cent. of the food condemned was utilised for animal food or commercial purposes.

(2) *Shell-Fish*.—There are no shell-fish beds or layings within the jurisdiction of the Authority.

LABORATORY EXAMINATIONS.

(3) Number of samples of food examined by :

(a) Bacteriologist.

(b) Analyst.

The following samples were submitted for examination to the Manchester City Analyst and the University of Manchester Department of Bacteriology :—

Nature of Sample.	Object of Examination	Results
Canned Fish Paste	Metallic Content	Less than 0.1 parts per million of lead.
Canned Crab Paste	Metallic Content	Less than 0.1 parts per million of zinc and tin.
Canned Mussels (2 tins—1 blown).	Bacteriological Examination.	Not more than 10 parts per million of tin.
Ditto	Ditto	Not more than 50 parts per million of lead.
Prime Premier Beef Jus	Chemical Examination	A gram positive anaerobic organism isolated from both tins.
Mutton Jus.....		Sterile on culture, aerobically and anaerobically.
Edible Tallow		Acidity 0.465 per cent.
Extra Premier Jus		Acidity 0.54 per cent.
Glace Cherries	Chemical Preservative	Acidity 0.65 per cent.
		Acidity 0.28 per cent. as oleic acid.
		These samples are edible drippings.
		Less than 20 parts per mill. of sulphur dioxide

OBSERVATIONS OF THE FOOD INSPECTORS.

Particularly careful attention is given to any “new” imports, and samples are submitted to the Public Analyst for bacteriological and chemical examination, also for evidence of metallic contamination (see *above*). One sample of Dutch canned mussels resulted in the isolation by the analyst of gram positive anaerobic bacteria. Later samples showed negative results.

The condition of food inspected was very good, and generally recently packed.

Early in the year, 301 quarters of Canadian frozen beef were examined and two quarters condemned on account of a peculiar taint likened to garlic or carbide. This meat was part of a consignment landed in November, 1946. After distribution by the Ministry of Food, complaints were received from two towns that the tainted condition had been encountered. The Ministry arranged for all the meat of this particular mark to be examined by their staff and the inspectors of Local Authorities. A representative of the Canadian packing plant suggested that the condition was due to the ingestion by cattle of a wild onion plant on the grazing lands. The two affected quarters were disposed of for conversion into animal feeding stuffs.

The condemnation of 9 cwts. 13 lbs. of frozen chickens was due to mould and decomposition. 1,784 cases were examined.

Three consignments of salted sheep casings from Holland, Belgium and U.S.A. arrived without official certificates. Examination revealed the casings to be quite sound, and they were permitted to go forward on the strict understanding that the consignors be advised of the omission and that no further entry of uncertificated products would be permitted.

A considerable quantity of Egyptian onions arrived during a season of the year when there was little public demand for same. Delivery was taken very slowly, with consequent deterioration resulting in the condemnation of 13 tons 4 cwts. 3 qrs. 20 lbs.

The 5 tons 16 cwts. 2 qrs. of tomatoes seized were part of a consignment carried as deck cargo from the Canary Islands. Heavy weather damage resulted in a large quantity being unfit for human consumption.

The lard and tallow condemned was due to breaking of the casks and the contents being mixed with dirt and foreign matter. Subsequently the lard was released for conversion into lubricating oil and the tallow for soap manufacture.

Complete agreement and co-operation has continued with all the Ministry departments, H.M. Customs, the Manchester Ship Canal Co. and shipping and other firms.

W. H. JENNINGS.

Since my appointment in June, 1947, to the Port of Manchester Health Authority, the work of food inspection has been of a routine character and requires little comment.

A consignment of casks of salted sheep casings from Belgium to this Port arrived without the approved Official Certificate. Representations to the Ministry of Health and to the consignees were quickly effective and further consignments were satisfactory.

The handling of foodstuffs in certain sheds in the Port, in particular the landing of foodstuffs in the vicinity of carbon black, leaves much to be desired, and further efforts are being made to segregate these commodities.

T. BORROWS.

REPORT ON THE ADMINISTRATION OF THE PUBLIC HEALTH ACT, 1936 (Part X)

For the Year ended 31st December, 1947.

(1) The following Inspectors have been appointed by the Authority to carry out the provision of the Canal Boat Regulations and Public Health Act, 1936 (Part X) :—

W. Schofield	}	for Section A (Manchester to Latchford).
W. H. Thompson		
G. E. Stanley		for Section B (Latchford to Eastham).

No Inspector devotes his whole time to the duties of canal boat inspection. For the purposes of administration, the Port is divided into two sections, viz., from Eastham to Latchford, including Widnes and Warrington, with headquarters at Runcorn, and from Latchford to Manchester, with headquarters at Manchester. Each section is under the control of an Inspector, who is directly and solely responsible to the Medical Officer of Health for the proper supervision of his district.

A motor launch is in daily use on the lower reaches of the Canal, and this enables the Inspector to keep under constant supervision canal boats in addition to Merchant Shipping at the Latchford-Eastham section of the Port.

(2) During the year there has been a decrease of 406 inspections compared with those of the previous year. On the Runcorn section of the Canal 149 inspections were made, and on the Manchester section 79 inspections.

Individual Number of Canal Boats inspected during 1947	Number of Inspections made	Average Number of Inspections per boat	Individual Number of boats defective	Percentage defective to number of individual boats	Number of defective boats reported remedied
159	228	1.43	72	45.28%	23

INSPECTION OF CANAL BOATS.

Year.		Number of Inspections.		Number of Complaint Notes served.		Percentage Defective.
1947	...	228	...	77	...	33.77
1946	...	634	...	154	...	24.99

It will be seen that there was an increase in the percentage of defective boats. Lack of materials and shortage of labour have again caused delay in the remedy of defects, but conditions generally on canal boats have deteriorated.

(3) The following is a summary of the defective conditions and contraventions of the Canal Boat Regulations found during the year :—

Certificates.

Registration certificate not produced	...	...	...	19
Registration certificate dilapidated	3

Markings.

No marks	4
Marking indistinct or incorrect	8

Overcrowding	1
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Separation of Sexes (want of)	1
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Cleanliness and Repairs.

Cleansing of cabins required...	8
Leaking deckheads and overhead decks	23
Cabins, etc., dilapidated and repairs required	...	...	...	...	...	...	...	...	...	18
Miscellaneous leakages into cabins, etc.	...	...	...	...	...	...	...	...	...	5
Bulkheads defective allowing communication with hold	...	...	...	...	...	...	...	...	...	1
Defective stove, stove pipes, etc.	...	...	...	...	...	...	...	...	...	17
Food lockers, etc., require repairing	...	...	...	...	...	...	...	...	...	5
Locker not provided for boat stores	...	...	...	...	...	...	...	...	...	1
Defective fittings in cabin	...	...	...	...	...	...	...	...	...	1

Ventilation and Lighting.

Ventilation inefficient and ventilators defective	8
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Painting.

Cabins, lockers, berths, etc., require painting	42
---	-----	-----	-----	-----	-----	-----	-----	-----	-----	----

Provision of Water Cask.

No water vessel or vessel not of sufficient capacity...	1
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Total	166
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(4) The usual steps have been taken to secure compliance with the Acts. In all cases complaint notes have been promptly served upon the owners. No legal proceedings have been necessary to obtain the remedy of defects.

(5) Two cases of measles occurred on a canal boat during the year.

(6) No boats have been detained for cleansing or disinfection.

(7) The Authority is not a Registration Authority.

